

Parking and System Access Project Development

-- Status Report --

July 5, 2012

Overview

Parking availability constrains system access and ridership at some locations – what can we improve?

Status report on takeaways from the April 5, 2012
Board retreat on parking and system access issues

1. Short term actions
2. Long term strategy and policy efforts
3. Parking pricing study recap and new considerations

Board Retreat Takeaways

Takeaway #1: Initiate actions to address immediate parking issues while reviewing and updating policy

Takeaway #2: ST should be responsive to the local land use and travel patterns and create integrated multi-modal access strategies

Takeaway #3: Existing parking should be managed to optimize use by transit users

Takeaway #4: Management and expansion of transit parking are regional, multi-agency issues

1. Short-term actions

Responding to Retreat Takeaways #1 and #3

- Seek opportunities to restripe existing lots for more spaces
 - Must meet city codes and ADA
 - Recommendations available **October 2012**
- HOV permit system for customer priority
 - Proposal for Board consideration **October 2012**
 - Potential implementation **early 2013**
- Electronic parking availability monitoring
 - RFI **July 2012** / RFP **September 2012**
 - Potential pilot **early 2013**

1. Short-term actions

Responding to Retreat Takeaways #1 and #2

- Begin EIS work on Sounder access options **Fall 2012**
- Joint research effort with KCM to prioritize non-motorized access improvement projects at selected transit facilities
 - RFP **July 2012**
 - Completion **early 2013**
- Sound Transit parking policy development
 - Proposal to Board in **October 2012**

1. Short-term actions

Responding to Retreat Takeaway #4

- Regional transit parking management discussions
 - Invitation to participate well received by partners
 - Kick off meeting **July 2012**
 - Goal: regional recommendations by **December 2012**

1. Additional short-term actions

- Lease additional capacity to address immediate concerns
- Reviewing ST property portfolio for potential to convert parcels to short or long term parking use
 - recommendations by **August 2012** for 2013 budget process
- S. Tacoma & Lakewood Sounder start up **October 2012**
 - Will provide closer parking options for many TDS and Puyallup users
 - License plate survey to monitor response by **early 2013**

2. Long-term strategy & policy

- Origin/destination and mode-of-access survey underway (for retreat takeaway #2)
- Requested parking validation/fee payment system upgrade from ORCA vendor (for retreat takeaway #3)
- Additional enforcement tools to be considered in 2013 legislative agenda (for retreat takeaway #3)

3. Parking pricing Study

Responding to Retreat Takeaway #1

2010 study results:

- Parking fees can manage demand and/or generate revenue
- Requires active monitoring and enforcement
- Rider feedback:
 - Want revenue generated used to fund access improvements that benefit facility/service users
 - Payment method quick and convenient, not requiring return to vehicle after validation/purchase

3. Parking pricing Study

2010 study results continued:

- Recommend monthly permit/reserved area for regular riders
- Recommend pay-by-space (w/cash/credit/ORCA) for daily users
- Fees \$1.00 - \$1.50/day would generate net revenue but not impact parking utilization or ridership
- Fees \$2.00+/day:

Fee	Parking utilization	Ridership
\$2.00	-3%	-1%
\$3.00	-6%	-2%
\$4.00	-9%	-3%

3. Parking pricing **new considerations**

- ORCA integration needed to combine fare and parking fee payments
 - Vendor price estimate expected by **December 2012**
 - 1–2 years to complete work
- Interim non-ORCA options
 - Outsource fee collection and enforcement
 - Pay-by-space through pay boxes/kiosks/TVMs
 - Queuing/wait-times concern for any access control options
 - Cost/benefit analysis vs. waiting for ORCA